

new zealand

MOTORCYCLE NEWS

VOL 5 NO 5 MARCH 8th 1977 40c

MX Champs: NEW PLYMOUTH



REGISTERED AT POST OFFICE HEADQUARTERS AS A MAGAZINE



SWEET ACRES
the sweet maker

wherever you go,
whatever you do,
you'll find the smooth,
chewy taste of Minties
fills your whole mouth
with minty freshness
for life's ups and downs—
Minties—the
universal sweet

It's
moments
like these
you need
Minties



MOTORCYCLE NEWS

Moto-X Champs

Miller Scoops Rnd 2

Ivan Miller's prospects of taking his second NZ moto cross championship took a giant leap forward at New Plymouth on 27 February, when the Blenheim-born international took his series tally to five wins from six starts.



Above: Paul Harrison — is his title slipping away?

The jinx which has dogged Miller's attempts to win back the title in recent years didn't rear its head during the second round of the Golden Breed-sponsored series.

And Miller didn't tempt fate. He pulled no crowd-pleasing stunts; took no unnecessary risks; and rode his Suzuki RM 370 just hard enough to win all three races by comfortable 10-second margins.

Current champion – and overall points leader after the first round – Paul Harrison twice followed Miller home on another RM370. He now lies second in the points table and is still handily placed to snatch back the title should the Miller jinx strike with full force in the third and final round at Queen Elizabeth Park, Paekakariki on March 6.

Judging by Miller's performance at New Plymouth, his jinx is dead and buried. But for several

other top riders, the day was full of ups and downs. Former champion Peter Ploen gave notice during the previous day's practice that he was in top form, and his form on race day was reminiscent of his championship-winning days. It had the sparkle that's been missing for most of this season. Ploen was probably Miller's biggest threat but an engine seizure in the first race when he was lying second robbed him of vital points.

Vic Reiter, the Napier rider who showed much promise at the first round, had a disastrous day, as did Lower Hutt's Peter Boyle. Neither rider finished a race.

Greg Brinck slipped from third in the points table to sixth after failing to finish one of the races, while Steve Harrison held onto fourth despite finishing a lowly twelfth in the last race. Ashley Major figured prominently in two races but struck machine trouble in the other.

But if many top A-grade competitors lacked consistency, there were others who proved the exception to the rule. Wayne Addy continued his fine form to finish well up in each race and haul himself up to third overall. Similar consistency in the final round could easily net the Te Kuiti rider a well-earned place in the top four or five overall.

Other riders to score consistently were Grant MacRae and Paul Doecke. Full report and photos begin page 8.



The second round of the Golden Breed NZ moto cross champs was staged on a fast, bumpy course in New Plymouth on February 27. Here, B-grader R. Metcalfe gets crossed up at the top of a sharp climb.

NEW W.O.F. REGULATIONS

Many readers of NZMCN have approached us to seek clarification of the new warrant of fitness regulations covering motor cycles, with particular concern being expressed by the owners of trial, enduro, and farm bikes. The new regulations require that all motor cycles first registered after February 1, 1977, shall be fitted with direction indicators, a mirror and a stop light at all times the bike is used on public roads. The indicators, mirror and stop light are a warrant of fitness requirement and may not be taken off or disconnected.

However, machines first registered before February 1, 1977 are not required to have this equipment in order to pass a warrant of fitness check, so machines which have had their blinkers and mirror removed are still within the law.

The regulations pose some problems which the



motor cycle division of the Motor Vehicle Dealers Institute (MVDI) is currently discussing with the Ministry of Transport. From the dealers' point of view, there is excess of 1500 – and as many as 2000 – new bikes which have been forward ordered which cannot comply with the new regulations. And, needless to say, farmers, trialists and enduro riders are not too happy about the prospect of riding machines fitted with

expensive — and for them unnecessary — equipment which in all probability will break whenever the machine is dropped.

Owners of motor cycles smaller than 60cc are also facing problems. The new classification of a power cycle as 'a machine fitted with pedals and with an engine power no greater than 2kw' means that the popular step-through type machine of 50cc is now required to have a warrant of fitness. New machines have to have warrants while machines first registered before February 1 will have to have them as from August 1, 1977.



Cover:

Chris Maindonald (Suzuki) of Napier in flight during the second round of the MX champs. Photo: Craig Bates

FOR SALE
Ducati 750 Sports 9000
Excellent condition. Vw
Hitting Motor Cycle
277 nights

Classifieds SELL

WANTED
Kawasaki 350 Bighorn mot.
and a Bighorn "kit". P.C.M.
c/o Villa de Fel...

HONDA

Honda GL1000
\$3864.00 or \$2320 Deposit
Yes that's right!
The current price is \$4399.00!

Beautiful Blue and Brand
New. (No sneaky test runs.
Not even for you). Do you
want to save \$535.00. We
want to trade your Honda
at a fair price.

H.B. MOTOR CYCLES
LTD
MUNROE STREET
NAPIER Phone 54205

LEN PERRY MOTOR CYCLES LTD

173 GREAT SOUTH ROAD,
GREENLAKE, AUCKLAND

Phone 500-515

NZ distributor for

BELL HELMETS

SPECIAL OFFER

3 Cooper 250cc Scramblers
At Special Price of \$1295

35 hp. Voted top Enduro
in Australia and now a
scrambler at a saving of
\$1000. on any other
machine. Be Quick—only
three offering at this price.

Kawasaki
Present Mail Order Service
Largest Spares stocks in the
South Island.
NORJO MOTORS
239 Riccarton Rd Christchurch 4
Telephone 43-493 L.M.V.D.

Sound Off

Road safety is something which concerns us all and when new measures are introduced which make the roads safer for motor cyclists without impinging too much on their rights I applaud them.

But the recent regulations governing warrant of fitness requirements border on the ridiculous and it seems to me that the people who drafted the new regulations have not consulted the experts but have simply based their reasoning on events overseas.

Direction indicators have been standard fittings on most street bikes for many years, a concession to safety requirements in the USA which has been universally adopted, for the main part with justification though I personally am not convinced of their effectiveness, except at night.

Technology in this field is undoubtedly improving their value: self-cancelling indicators are obviously the way of the future. But in present circumstances I can't see the justification for making them compulsory fittings for all road-going motor cycles first registered after February 1.

We've all seen riders travelling hundreds of yards, maybe even miles, through many intersections, unaware that an indicator is on. And they are not the easiest of things to manipulate in cold weather, when the rider's hands are covered with thick gloves. At the best of times, the rider is still required to divert his attention from the road ahead in order to fumble around for the switch — then, in by far the majority of instances, he has to fumble around again to switch it off.

Off-road riders have particular cause to complain. Even farmers who may only use their bike on the public roads for a small percentage of its mileage will, strictly speaking, require indicators and mirror. So, too, for trials, enduro, and trail riders who want a dual-purpose road/sport machine. In their case, as with the farmer, this particular section of the regulations means needless expense, aggravation, and possibly danger. Glass mirrors, bulbs and plastic lenses break easily and when broken they constitute a danger. Off-road bikes tend to be dropped occasionally, and when they are, the first thing to be broken is an indicator or mirror, if fitted.

Like I said, I'm not a great believer in direction indicators on bikes. But if regulations of this kind have to be brought in, provision should be made to exclude specialist dirt bikes.

Or, make it compulsory for machines fitted with direction indicators to have them in full working order to qualify for a warrant of fitness — but if they are not fitted, they are not required. Editor.



THANKS FROM
TEAM DUCK

Sir,

We would like to make this an open letter to all the wonderful people in New Zealand who made our stay in your country so much fun during the Marlboro Series.

In particular, thanks to Shorty Reay and the Sidecar Association, for all their help and assistance during our stay. And the biggest thanks to Gary Watson who hauled us around and put up with us for six crazy weeks. Also thanks to the promoters of the series, Malcolm, Mike, John, and those characters from Marlboro who seemed to have a hand in things!!!

Racing the series was quite an experience for us. Never having seen street circuits before, we found Wanganui and Gracefield quite an experience to say the least. I personally wouldn't care for a steady diet of street circuits, as I feel the safety for the spectators leaves something to be desired. However, they, the streets, sure were something else to race on!!

We would like to see International Sidecar Racing in the Marlboro series become more of an involved part of the series. There are a lot of people here who would like to come down and race, especially after we told them what a great time we had. We certainly would like to come down again and race and money permitting we will definitely be back. The experience we gained in New Zealand will sure be a big help this year in our racing in the U.S.

Again a big thanks to everyone and we look forward to the next Marlboro series, and bigger and better sidecar racing.

TEAM DUCK
Larry Coleman
Wendell Andrews
Craig Marx
Mick Parkinson

RODE CODE CHANGES

Sir,

Shamel I haven't seen any easy clues to the Road

Code Amendments yet. All of this straight ahead turning and turning straight ahead would have been an ad-man's dream a few years ago. Think of all those XS2's and H2's which could have "turned" without downshifting or slowing down. Judging by their scarcity that's what they seem to have done anyway. All we have now are Gull-ings which won't have to lean over. (Except when they dismount). In respect of the white centre line, what happens when new chips are put down, and cover it up? Don't tell me — I've already guessed. D.L. Dorey Wellington

HELP FROM COLEMAN'S

Sir,

Re: Napier's Ian Smith's letter:— No doubt he will be more than delighted to know that his obvious annoyance of Coleman's repeated sponsoring of American Pat Hennen, and not a New Zealander, has not fallen on deaf ears. The worthy John Woodley is their 1977 choice, and a good one. Congratulations John, and good racing. I also enjoyed reading of Ron Grant, but was staggered to hear of his short term "gold prospecting," yielding enough money to cover six months expenses around our beautiful lakes. I'll bet if there are any old prospectors left, and able to read that fantastic claim, their only comment surely must be, "Trust those 'God damn' Americans to find the end of our rainbow!!"

Nice reading, keep it up. "The Dragon" Wanganui.

editor
Bob Northrop

art
Peter Bonner

circulation
Denise Starkey

typesetting
Concorde Typesetters Ltd

published by
Northrop Bonner Publications Ltd

offices

Wellington: 44 Webb Street,
P.O. Box 1717, Ph 850537.

printed by

Wanganui Newspapers Ltd,
20 Drevs Avenue, Wanganui.

All articles and photographs published in New Zealand Motor Cycle News are strictly copyright and may not be reproduced without written permission from the Editor.



SCOPE MOTORCYCLES Ltd COMPETITION CALENDAR

392 BROADWAY NEWMARKET PH: AUCK. 543-361

MARCH

- 1 Papakura club's North Island Beach Champs, Maioiro Gap, Waiuku; Kapiti club's Beach Races Club Day, no p/m, Peka Peka beach, Te Hono.
- 2 Hutt Valley club's Golden Breed N.Z. MX Championships Final round, Queen Elizabeth Park, Paekakariki; Corsair club's N.Z. Open Min TT, Mairaki, North Canterbury; Canterbury club's Road Races (with cars), All Classes, no p/m, Ruapuna; Wairarapa club's 1/4-mile Sprint, all classes, Francis Line, Carterton.
- 3 North Taranaki club's practice day, all classes, Manfield
- 4 Auckland club's road races, Pukekohe; V.U.U. club's road races, Manfield.
- 5 Wairarapa club's Min TT, Te Ore Ore; South Waikato club's MX Tokoroa, Manawatu club's MX. Feilding; Nelson club's Hare and Hounds, Brook St.
- 6 Manawatu club's practice for Manfield road races; Canterbury club's road races, Ruapuna; Kapiti club's N.I. 250 Beach Champs, Peka Peka.
- 7 Manawatu club's Champion Spark Plug Classic road races, Manfield; Otago club's NZ round of Golden Breed '86 MX series, Auckland; Hares club's enduro (prize money), Hikutaia; Ixion club's Hare and Hounds, Akatarawa; Nelson club's MX, Cable Bay; Wairarapa club's NZ 500 and 250 cc grass hill climb champs, Mt Bruce, Masterton.



Another word about our tee-shirts: we now have two designs for all you lucky people to choose from. As well as the road race design, as depicted in the ad at the bottom of page five, we now have a moto cross design, along the same lines as the road race design but incorporating a larger version of the illustration found at the top left hand corner of page eight. Go on, take a look. It looks pretty groovy superimposed over the wording 'New Zealand Motor Cycle News, 77', and it only costs \$5. The shirts should be on sale at the final round of the MX championships at Queen Elizabeth Park and hopefully at other major events. But to make sure of yours, fill out and send in the coupon.

On the subject of moto cross, I bumped into the Periam family, from Hamilton, at the second round of the champs at New Plymouth. The Periams used to have a farm near Te Kauwhata and at last year's Marama enduro they went way out of their way to help competitors and allowed them to camp on their property. Now they live in Hamilton and young John Periam spends quite a lot of time at Ginger Molloy's shop. At 15, John is the youngest competitor in this year's finals — he's riding a Yamaha YZ250C in the C-grade. After the first round in Blenheim he John Periam

was lying sixth but he dropped back a bit after New Plymouth. Still, I'm sure we'll see him in next season's B-grade qualifiers. I remember the way he pedalled a YZ125 around the track on his farm — he's gonna be really good.

Another Kiwi travelling to Europe for the coming northern road race season is Lower Hutt's Steve Flaunty. No, Steve's not racing — he's doing the rounds of world championships and big nationals as mechanic and general dogsbody for Jean Philippe Orban, the Belgian rider who contested the Marlboro series here this summer. Steve is actually a chemist but, obviously, he's a pretty dab hand with the spanners too. He's stopping over at Daytona on the way to Europe and will meet up with Jean Philippe in Florida, from where it's off to London and Europe, basing himself at Jean Philippe's Belgium address. Actually, now that I think about it, I know another guy who's taking off to Europe to catch the racing — NZMNCN photographer Greg McBean, who took all our North Island Marlboro series shots is making the trip and will be sending back some pics. They'll complement the stories which Steve has promised to supply us with. Nice one.

New Zealand BMW agent, Ross Jensen of Jensen Motors Ltd, Auckland, help

a bit of a 'do' recently, in which he presented the new BMW cars and bikes to the media and general public. In attendance were LiveWire Canadian BMW agent Philip Funnell — on tour here on a BM — Len Perry, John Hempleman, various members of the BMW Owners' club and Mr and Mrs Hugh Anderson, who took the opportunity to pick up a new R75/6. Evidently, there's never been so many BMW's assembled in one place before in New Zealand. Ross sent us down some literature on the bikes and cars, and the quality of the publications is simply superb — as one might expect.

Reading broadens the mind, they say. You better believe it. I was browsing through the Commercial Newsletter of the American Embassy recently (honest!) and discovered in its pages that old Omega Distributing Company, Crown Point, Indiana, have "a substantial inventory of New Old Stock Triumph Military Motorcycle parts and accessories, which they are opening to the overseas market." So there we are, don't all rush at once. In same publication is a paragraph describing a tool which could come in real handy around my place: It's a motor cycle tyre changer which fits all sizes of rims and tyres and

works on the same principle as the hydraulic implements used in service stations. The tool is inserted with a 'spoon' between the tyre and rim and after smacking it with a hammer a few times, the tyre is displaced. Putting the tyre on is equally easy. I want one! The tool is about nine inches long, weighs nine ounces and is made of aluminium. Write to Rolin B, Dept CN, 7061 Havenhurst, Van Nuys, California 91406, USA, for details.

Had a letter from Graeme Crosby, living in Sydney, the other day. Tells me he's got no new bikes, no more money, but he's having a great time. He's racing a 125 Honda at Bathurst as Easter, so he reckons on losing about three stone pronto. A friend of his, Ian Cork (as in bottle top) has also bought him a Kawasaki Z1B for the production race, and the Yoshimura 1000 is getting better cams, different cam followers with the shims underneath instead of on top, new pistons and raised compression in readiness for Bathurst. The motor ran stock compression during the Marlboro series. Graeme says quite a few people have been building up engines to piss him off at Bathurst but he'll wait and see. Just to top the meeting off, he's going to ride the ex-Molloy

H2R Kawasaki at Bathurst as well. Tony Urry owns it now and Chris Dowd, who built Warren Willing's frame, is preparing the bike. Graeme Crosby obviously doesn't do things in half measures — when he goes to a race meeting, he RACES!! He would also like to thank all the people who helped him and the Aussie sidcar crew throughout the Marlboro series.

And now, just for a change, a bit of enduro blurb. Something big is in the wind about the national championship series but Northrop has told me to keep my mouth shut about it so I'm afraid it'll have to keep. Latest news is that the Auckland club, who are staging the Marama enduro at Easter, have heard that some enduro riders from Australia are interested in the series and hopefully, details of later events should be made available as soon as possible in order to communicate the info to the Aussies. Good value Entry forms for Marama are out now, so get your entries in smartly. Anyone wanting an entry form contact Alan Wymer (phone 591-822 business) or Ron Rodgers (phone 573-350) evenings or contact NZMNCN. Entries close March 24. And pencil in May 29 as the Nelson round of the series. Colin Bower of the Nelson club is definitely arranging this round and is travelling to Auckland to finalise a couple of details.



THE ENTHUSIASTS WORLD TOUR

Isle of Man T.T. Racing

PLUS EUROPEAN CLASSICS

Dutch and Belgium G.P's

Support N.Z.'s John Woodley in the World Championship series.
Join BOB COLEMAN's group leaving 5 June and returning 17 July.

Tour highlights include:

- free time in Honolulu, Los Angeles and Singapore
- time to explore London and Great Britain or visit friends and relatives
- European touring including Dutch and Belgium GP's
- 1 week at Isle of Man
- really good value tour price from only \$2,360

Get a full itinerary from:
Bob Coleman, N.Z. Suzuki Distributor
Box 7046
Wanganui
or send coupon to tour organisers

UNION TOURS, Box 6243, AUCKLAND
Please rush copy of ISLE of MAN brochure.

Name

Address

YAMAHA DT250D



NZMCN Riders Impression

Cantilever suspension has been a feature of production Yamaha moto cross machines since late 1974, and ever since then, the trail bike world has waited for monoshock enduro bikes from the company who pioneered popular trail bikes in the mid 1960's. It was only a matter of time.

Now they are here — in 250 and 400cc form — but if you're expecting a moto crosser with lights, forget it. For although Yamaha have made many changes to the bigger DT's, both in appearance and function, they are still just as much a street bike as a trail bike. The compromise is still there, but that's not to say that the machines can't carry out each role well. Our DT250D, on loan from Yamaha importers Moller Yamaha of New Plymouth, carried out its street and trail duties with aplomb.

The cantilever rear suspension isn't the only change the DT has undergone but it is without doubt the single biggest change. The bike is lighter than the DT250B, more nimble, and unquestionably a better handler. It's more comfortable, more pleasant to ride and the attention to detail — always a strong Yamaha feature — is again superb. Yamaha are persevering with the compromise concept but with the latest DT, they are closer than ever to merging the dual functions.

A perfect example of this is the thought put into the direction indicators — always a problem area for dual purpose machines. The rear blinkers are short, stubby units mounted through the fender in a shock-proof rubber casing. Although we won't go so far as to say they are unbreakable, we can state that they are a great improvement over the usual solid mounting stalks. The mounts absorb shocks, don't vibrate loose, and are unlikely to snap off in a spill.

Styling is along the lines of the TL Honda trials bikes, with the tank, seat, rear guard and side covers flowing into each other in smooth lines. The steel tank is larger than it looks — it holds 9 litres (two gallons). The side covers and guards are plastic, impregnated the same royal blue colour as the tank base colour. Lighter and darker shades of blue stripes, with white surrounds, adorn the sides of the tank. The rest of the bike is remarkably free of chrome or polished alloy. Even the kick start shank is black, along with wheel hubs, headlight, tail-light mount, indicators, instruments, control levers and gas tank cap.

The wheel rims are alloy, replacing the steel rims of the earlier DT. About five

kilograms has been pruned from the DT, bringing dry weight down to 118kg, which is just a bit heavier than the TS250A Suzuki.

The engine itself has lost weight — the piston and con rod are lighter, and the oil pump cover, magneto cover and engine sprocket cover are all plastic. But the main difference in the power unit is in power delivery. The engine has a totally different feel to previous DT's. There's no perceptible burst of power of the sort that characterised earlier DT's at low and mid-range revolutions. Torque has been smoothed out throughout the rev range, but, surprisingly, maximum torque is now achieved 1000rpm lower down the rpm range. The DT250B produced 2.5kg-m at 6000rpm while the DT 250D peaks at 5000rpm, with 2.7kg-m.

Basic internal dimensions are the same but power buildup is smoother — it feels like a two-stroke equivalent of an XL250 Honda. The seven-port takes its juice from a 28mm Mikuni carburettor, through Yamaha's patented Torque Induction reed valve, and expels burnt gases through an exhaust system which dips down between the twin frame down tubes before curling upwards on the left hand side and passing beneath the tank and seat to emerge below the right hand rear indicator. It's a bigger system than the DT250B and the exhaust note is particularly muted.

Because of the mild exhaust note and easy handling, the DT250D is deceptively quick over rough terrain. The rear wheel hangs onto the ground tenaciously, giving excellent traction. Even with the standard Bridgestone trials-type tyres fitted, the combination of mild power delivery and good traction had the DT powering effortlessly through quite deep sand drifts and shingle.

The cantilever arrangement allows 140mm (5½ ins) of rear wheel travel. The moto crossers have in excess of 7 ins travel, but Yamaha obviously feel that an equal amount of travel on a trail bike would hitch up the rear end too much for general acceptance. As with the moto crossers, the nitrogen/oil damping pressures are variable, and different rate springs are available. In standard form,

WALKER SYSTEMS



NEW SHIPMENT JUST ARRIVED

WRITE OR PHONE DIRECT TO US — SEND CHEQUE OR MONEY
ORDER AND RECEIVE YOUR WALKER SYSTEM
AT YOUR NEAREST N.A.C. DEPOT FREIGHT FREE.

All Walker Systems feature the mighty megaphone sound.

4 into 1 Systems Complete with Baffle:

		Retail
Honda 350 and 500	painted chrome	125.00
	chrome	148.00
Honda 750	painted chrome	135.00
	chrome	160.00
Kawasaki 900	painted chrome	150.00
	chrome	170.00

NEW 2 into 1 Systems — that is with Walker megaphone/muffler on each side, to fit onto original front pipes. Neat looking, tons more ground clearance.

Honda 500	chrome	145.00
Honda 750	chrome	150.00
Kawasaki 900	chrome	155.00

NEW Walker megaphone/muffler to bolt onto genuine Honda late model 4 into 1 systems — replaces original Honda muffler. Sounds great. Fits straight on.

Honda 400 'ss'	painted chrome	67.50
	chrome	75.00
Honda 500 'ss'	painted chrome	69.00
	chrome	78.00
Honda 750 'ss'	painted chrome	72.00
	chrome	79.00

CALLENDER MOTORCYCLES LTD

L.M.V.D.

93 St. AUBYN STREET NEW PLYMOUTH, NEW ZEALAND TELEPHONE 84-686.



the rear suspension works extremely well in absorbing bumps and jolts. But the cantilever arrangement also keeps the rear wheel perfectly in line with the front wheel, with the result that as long as the rider is pointing the bike in the direction he wants to go, he'll head that way. It makes for interesting sliding in bumpy corners — the bike keeps wanting to correct itself — so a squaring-off technique works best.

The front forks have 195mm (7 3/4 ins) of travel and their damping action is well matched to the rear. The fork legs can be moved up and down within the triple clamps to alter steering and handling qualities. Our test bike had the forks clamped at the

bottom of the possible adjustment, which made the front end a mite twitchy at speed on loose surfaces, as a trials bike would behave. However, there's about two inches of adjustment to play with and this twitchiness could no doubt be eliminated — or at least cut down. It was never too bothersome anyway.

On the road, steering is precise and handling feels nice and tight. Both brakes work well on the street without being too harsh on the trail.

One of the reasons why the DT250D is a pleasure to ride is that it is very smooth and comfortable. The seat is deep and soft, and is just the right width. Legs can be tucked right into the sides of the bike; the handgrips are soft

rubber; and very little vibration reaches the rider, even though cleated steel pegs have replaced the rubber ones of the DT250B.

Snail cam adjusters for rear wheel are a new and welcome innovation, and the wheel itself is quickly detachable. The air box is mounted higher under the seat and the odometer is resettable forward or backwards, though resetting back to zero with more than a few miles registered could take a while. All control cables have plastic covers to keep out dirt and water, and they work well. It's a pity they didn't do the same for the forks: sand and grit can soon wear out fork seals and although gaitors may not look racy they are most functional.

So, the cantilever trail bikes are here. As we had hoped, the new DT250D is a handler. We were a little disappointed that there wasn't a bit more grunt to accompany the tremendous handling improvements but the factory has decided, in the meantime at least, to maintain the dual purpose tradition of Yamaha trail

bikes with this model and leave the serious stuff to the IT range — which, unfortunately, we don't get in New Zealand and the TT500 four-stroke. The DT250D is not intended to be a rival to the Suzuki PE250 enduro but at \$1699 — some \$500 less than the PE — it is certainly good value and will hold immense appeal to the less serious enduro competitors.

Specs.

ENGINE: single cylinder, seven port Torque Induction, two-stroke. CAPACITY: 246cc. BORE AND STROKE: 70 x 64mm. COMPRESSION RATIO: 6.7:1. CARBURETION: 28mm Mikuni. IGNITION: CDI from flywheel magnetic. STARTING: Primary kick. TRANSMISSION: five speeds (sprockets 16:44. Alternative sprockets available). DRY WEIGHT: 118kg. FUEL TANK CAPACITY: 9 litres. OVERALL LENGTH: 2185mm. OVERALL WIDTH: 870mm. OVERALL HEIGHT: 1165mm. WHEELBASE: 1420mm. PRICE: \$1699.



NZMCN TEE-SHIRTS

Now Two Designs To Choose From
ROAD RACE and MOTO-X

printed back and front 2 colour-red/black

\$5.00 POSTAGE FREE

Send remittance to
NORTHROP-BONNER PUBLICATIONS LTD
P.O. BOX 1717 WELLINGTON




NAME

ADDRESS

PLEASE TICK: ROAD RACE ☐ MOTO X ☐

SIZE ☐ S ☐ M ☐ L ☐ Q

Avant, McLachlan



Heading for Greener Pastures

By Rod Dew

Christchurch international road racers Stewart Avant and Paul McLachlan left New Zealand last month to take delivery of new Yamaha OW31 750s before embarking on the most important period of their respective road racing careers.

McLachlan has flown to America where he is currently re-building his new OW31 Yamaha before making an all-out bid for glory in the demanding American classic the Daytona 200 — on March 13.

Avant, now in Britain after making a short stop at Los Angeles to pick up a few OW31 tips from Australian Warren Willing, is making final preparations for the world 500 championship which will start, as far as he is concerned, with the Austrian Grand Prix on May 1. As he flew out of Auckland there was one worry on his mind, however.

He is still not sure whether he will be able to get a new RG500 Suzuki for the world championships or have to make do with the bike which Jeff Sayle rode in the last Marlboro series. The bike is being bought for him by his British sponsor, Sid Griffiths, who is also supplying him with a diesel transporter.

Avant has already taken delivery in London of his OW31 Yamaha, bought for him by Tommy McCleary, jun, but he does not propose to use this in a bid for the inaugural world 750 championship. He is more interested in using the bike in big international meetings with substantial prize funds so that he can pay his way in the less lucrative world 500 championship rounds. "Most of the world 750 rounds clash with the big money internationals, anyway," he explained.

But Avant, New Zealand's big hope for a world championship win in the immediate future, has had a severe set-back with the loss of his mechanic, Mike Sinclair. Surprisingly, Sinclair has elected to

support America's Marlboro champion, Pat Hennen, and the 21-year-old Kiwi is somewhat disappointed.

"I am unhappy that he is going because Mike is a fantastic tuner. It is going to be impossible to replace him. Pat and Mike will get on well together. Mike will be like a third hand to him. And Pat will have the fastest bikes going. I am upset but I have accepted the situation," Avant said.

Avant has found a solid replacement, Australian Ron Taylor, a former racer who has had wide experience in preparing racing machinery. But being a racing mechanic is only secondary to his profession as an architectural engineer.

"I am planning to run the RG500 standard this year. I will just have to ride harder. It is easier for me to ride harder than to try and make the bike faster," Avant said.

Competing against the faster works machinery, Avant is under no delusions over his chances of lifting the world championship. "I haven't got a hope. But if I can get a good placing I will be happy. I have got to be even more serious than ever before in an effort to make ends meet. Last year I was a rookie in Europe and I got a good press. This year I will be just another rider and I will have to get results."

He will be out to try and win his first meeting — in Holland on March 27. He will race in both the 750 and 500 classes of the non-championship meeting and believes that if he can make a big impression his worries will be over as far as starts and sponsorship are concerned.

"I have got everything pretty well worked out

and I should be able to do better than I did last season. But you never know what might happen."

While in Europe, Avant wants to spend as much time as possible at the Yamaha headquarters in Amsterdam.

On his way home, Avant plans to stop off for the Macau Grand Prix (won by Chas Mortimer last year) and also do the Indonesian Grand Prix at Jakarta. Both meetings are in September. Then he might go on to Australia for a couple of 750 events before returning to Christchurch to prepare for the next Marlboro international series.

"You can't make any money in New Zealand, that's for sure. But I have just been told they are doubling the prize money for the Marlboro rounds so things might be improving."

McLachlan, who shared fourth place in the Marlboro series with Avant on his immaculately prepared T2700 Yamaha, is placing all his hopes on the Daytona 200. If he can finish high in this, then the way will open for him to contest the remaining rounds of the world 750 championship.

After Daytona, he intends to contact all the promoters of the world 750 series and find out exactly what start money he can expect. If this proves adequate, he will continue. If not, then he will content himself with racing in the American national meetings. The second of these, which he will compete in anyway, is in North Carolina a week after Daytona. This will be followed by the rich Loudon meeting on June 21.

At Daytona, McLachlan is confident of doing well, although the 200 miles is twice as far as any race he has previously competed in. "I don't think the works riders will have such an advantage as usual. It is going to be much closer than it has been. Any one of 15 riders could win."

"I don't think that the competition will be all that tough," he said before leaving. "Not many European riders will be there and the American riders will be the same ones I was racing against last season. They beat me then but this time I will

be on equal machinery and I think I can beat them."

McLachlan is a master mechanic and this gives him a distinct advantage over some of his rivals. He will have assistance in the pits but will insist on doing all his preparation himself. His first task on arrival in America was to completely strip the new OW31 Yamaha and re-build it.

"I wouldn't risk racing it without having a look inside to see how well it was put together." Problems which have arisen over crankshaft weaknesses in the OW31 Yamahas already sold, including his own, are of no consequence. The factory have sent out modified crankshafts and McLachlan simply fitted the new one when he stripped the bike down.

Whatever happens, McLachlan will return for the next Marlboro series. But he is still unhappy about the attitude of the organisers towards the ordinary New Zealand riders.

"Some riders get real bad treatment," he said. "As far as I am concerned, everybody who competes is important. You can't have a race if there is nobody to beat. The organisers seem to be only interested in the superstars and they have got their own opinions on who they are, too. They don't seem to realise that these can change from month to month."

McLachlan accused the organisers, with justification, of shuffling grid positions to suit the superstars. He was able to provide several instances where the big overseas stars had failed to put in a



qualifying performance and had still been put on the front of the grid. Any New Zealand rider who did the same was automatically put on the back.

"The organisers have got to ensure that everybody gets an equal chance. If an overseas rider crashes and does not provide a qualifying time, then that should be hard luck for him."

"People don't just want to see a lot of overseas riders racing around. They want to see how New Zealand riders compare with them. If you just had overseas riders, you might as well stay home and watch a film of an overseas event," he said.

McLachlan is concerned, too, at the enormous costs of going racing at Marlboro level. "I probably made a small profit, this time," he said. "But it was only by skimping everything. And you don't win when you are doing this. I made a profit, excluding my air fares from America, but the odds were against me doing this."

He estimates that a rider starting out in New Zealand would need at least \$15,000 to get himself set up for the Marlboro series. "It has got completely beyond a hobby. It is a business — and a tough one, too."

LAURIE SUMMERS LIMITED

NEW ZEALAND SPARE PARTS DISTRIBUTORS FOR

Kawasaki

AUCKLAND'S NO. 1 MOTORCYCLE DEALER

83-89 MOUNT EDEN RD
P.O. BOX 8740 PH: 74-329
AUCKLAND 1

Big Money At Manfeild Champion Classic

The Manawatu-Orion club's Champion Spark Plug Classic road race meeting at Manfeild on March 20 has all the ingredients to be one of the top meetings of the season. The meeting carries national points in all classes and the fourth race on the programme is also the NZ Open TT.

The feature event is the Champion Classic which is to be run in two 15-lap heats — the fourth race and the ninth. Points from these two heats will be accumulated and prize money paid out on an overall points basis. The

first 12 finishers receive points as follows: 15, 12, 10, 9, down to 1 for 12th. Prize money for the two heats alone totals \$1650, with the overall winner taking \$750, making the Classic the richest single event on the New Zealand

calendar. Each of the supporting races carries \$165, with \$60 for a win, except for the Ladies' handicap race which has \$78 in prize money.

Europe-bound Marlboro series star, John Woodley, has delayed his departure for the World Championships in order to race at Manfeild and possibly gain enough points to tide him over the remaining two rounds at Hamilton and Ruapuna and claim the national Open (1050cc) and 500cc titles. A successful day would also boost his finances for Europe.

But Woodley is likely to get the hurry-up from a couple of characters who have been missing from the road racing scene so far this season but who are now back into it. Trevor Discombe from Cambridge has bought Stu Avant's Nico-Bakker framed T2 750 Yamaha (see story this page) and will be making his debut on the machine at this meeting. And Napier's Keith Turner will be wheeling out the Marlboro series-winning

RG500 Suzuki, which he bought from Coleman's

when Pat Hennen had finished with it.

However, it's Auckland rider Freeth who is the rider most likely to prevent Woodley from winning the open title. Freeth, having his first season aboard a genuine racing machine — a TR500 Suzuki twin — is just three points behind Woodley in the 1050cc championship and will have the last two rounds in which to make up lost ground in Woodley's absence. In the 500cc champs, Freeth lies third behind Woodley and Mike Vinsen and is only in with a chance of taking the title if Woodley fails at Manfeild.

In the 250cc class, Vinsen is being chased by Christchurch riders Andy Brown and Barry Wylie. Brown, Woodley's pick for 1977 250cc champion at the beginning of the season, has 18 points, four fewer than Vinsen and equal with Australian Vaughan Coburn. Wylie, the current 250 champion, has 15

points.

NZ 125TT winner, Phil Payne of Napier, with 18 points, has a seven point lead in the 125cc class but he'll have his work cut out for him to maintain his lead over the final three rounds. Auckland Jim Grogan and Christchurch's Des Morland are equal second on 11 points and both riders race TA125 Yamaahas which are considerably quicker than Payne's modified Yamaha cantilever moto crosser.

Dave Hiscoc has a commanding lead in the 410cc production class and is virtually assured of the title, while Peter Stark holds a tenuous lead in the over 410cc production class. Stark, on 28 points, is three points ahead of his Lower Hutt rival, Peter Fleming, so Manfeild could see these two hard at it.

Alan Francis and Steve MacLughan (Suzuki 750), New Zealand's only sidcar racers to have a big sponsor, Presco piston rings, are chasing their first national sidcar title and are currently second behind Australians Peter Campbell and Doug Chivas. But there are several outfits ready to cut down their lead, including Phil Sowersby and Chris Perry from Hastings (Kawasaki 1000), who are out to register their first national points.

National Road Race Points

POINTS UP UNTIL MANFEILD, MARCH 20th

OPEN (1050)					
J. Woodley	9	—	3	9	Total 21 pts
R. Freeth	5	5	4	4	Total 18 pts
C. Mortimer	—	7	9	—	Total 14 pts
K. Fletcher	—	—	—	—	Total 14 pts
Brent Wylie	4	—	2	7	Total 13 pts
P. McLachlan	—	—	6	6	Total 12 pts

500cc					
J. Woodley	7	7	9	9	Total 32 pts
M. Vinsen	6	9	—	6	Total 21 pts
R. Freeth	4	4	7	—	Total 15 pts
P. Goodyer	—	3	4	5	Total 12 pts
V. Coburn	—	6	6	—	Total 12 pts
B. Wylie	—	—	3	7	Total 10 pts

Up to 350cc					
M. Vinsen	7	6	—	9	Total 22 pts
P. Goodyer	6	—	5	6	Total 17 pts
S. Avant	9	7	—	—	Total 16 pts
V. Coburn	—	9	7	—	Total 16 pts
Brent Wylie	5	—	3	7	Total 15 pts
C. Mortimer	—	5	9	—	Total 14 pts

Up to 250cc					
M. Vinsen	—	6	7	9	Total 22 pts
A. Brown	7	—	6	5	Total 18 pts
V. Coburn	—	9	9	—	Total 18 pts
Barry Wylie	—	3	5	7	Total 15 pts
C. Pithie	6	4	4	—	Total 14 pts
I. McDermid	5	—	—	6	Total 11 pts

Up to 125cc					
P. Payne	—	9	—	9	Total 18 pts
J. Grogan	—	6	—	5	Total 11 pts
D. Morland	—	5	—	6	Total 11 pts
A. Willacy	—	7	—	—	Total 7 pts
W. Calder	—	—	7	—	Total 7 pts
W. Mantell	—	4	—	—	Total 4 pts
B. Smith	—	—	—	4	Total 4 pts

Up to 410cc Production					
D. Hiscoc	9	9	9	9	Total 36 pts
N. Hiscoc	—	7	7	—	Total 14 pts
D. Beaton	7	6	—	—	Total 13 pts
B. Hawker	5	5	—	—	Total 10 pts
D.K. Alderson	—	3	5	—	Total 8 pts
G. Crosby	—	—	—	7	Total 7 pts

Over 410cc Production					
P. Stark	4	6	9	9	Total 28 pts
P. Fleming	9	9	7	—	Total 25 pts
S. Kitney	7	5	3	6	Total 21 pts
T. Turner	6	—	6	—	Total 12 pts
J. Phillips	—	4	—	7	Total 11 pts
G. Williams	5	—	5	—	Total 10 pts

Sidcars					
P. Campbell	—	—	9	9	Total 18 pts
A. Francis	—	9	5	—	Total 14 pts
R. Leppard	—	7	—	—	Total 7 pts
L. Coleman	—	—	7	—	Total 7 pts
C. Moller	—	—	3	4	Total 7 pts
V. Plummer	—	—	—	7	Total 7 pts

DISCOMBE BUYS BAKKER-YAMAHA

Former New Zealand 350 champion Trevor Discombe, of Cambridge, has bought the special Bakker-framed TZ750 Yamaha raced by Stewart Avant in the last Marlboro international road racing series. Discombe, who rode a TZ750 Yamaha with considerable success both in New Zealand and overseas, did not have a competitive machine this year.

But he should make his mark in the remainder of the season and next season with the Bakker-Yamaha, undoubtedly the fastest 750 currently racing in New Zealand. Whether it will be as competitive as the new OW31 Yamahas which will be racing next season is anybody's guess. But Discombe has now got plenty of time to set the bike up to his liking and

this should be worth quite a lot in terms of lap times.

Discombe's last race was the Malaysian GP last April — which he won — and he 'expects to be a bit green' while he gets used to the machine. His immediate plans for racing the bike are not settled — but one thing is for sure, he's 'not interested in retiring.' He may again contest the Malaysian GP at Easter, otherwise he'll be at Ruapuna for the NZ Grand Prix. He had hoped to race at Bathurst, Australia, at Easter, but costs have ruled this out.



ASK FOR YUASA

Most Japanese, European and American manufacturers specify YUASA batteries as standard equipment on their cycles. So when it's time to replace your battery — replace it with the one designed specifically to give you the right power, longer life and easy installation without modifications. ACCEPT NO SUBSTITUTES — ASK FOR YUASA.

Stay with the battery you start with

Dealer enquiries to Laurie Summers Accessories Ltd



Golden Breed

Threatening black clouds which rolled in from the Tasman Sea greeted early arrivals at the venue for the second round of the Golden Breed national moto-cross championships at New Plymouth on Sunday 27 February.

But the rain didn't eventuate and the North Taranaki club's meeting was blessed with fine, warm weather with a snow-capped Mount Egmont eventually managing to join a disappointingly small crowd to witness some tremendous racing.

The circuit was set within a natural amphitheatre and twisted and turned over rolling sandy hills, allowing spectators to follow the

racing for nine-tenths of each lap. In contrast to the previous round, the circuit was fast, and, thanks mainly to the thorough and persistent watering, dust was never a problem.

Main practice was held on the Saturday but many riders got their first trial run in a brief practice session on Sunday morning. In the A-grade, Miller and Ploen were obviously hot and Vic Reiter was flying

on a Suzuki borrowed from Brian Reader. But the Harrison brothers conducted their practice in a low-key manner.

Of the other classes, the 125's looked particularly interesting. In the A-125, Phil Turnbull, Chris Maindonald, Mike Thompson and Bryce Mexted shone in practice, but Mexted's light was prematurely put out when he suffered machine problems in the second leg. The A-125 racing was close and exciting but the appearance of Gary Goodfellow would have made it even more so. Maindonald, Honda-mounted at Blenheim, was Suzuki-equipped for the second round.

In the 10-lap A-grade events (all other classes were of eight laps) Ivan Miller (Suzuki) kept his cool and blazed away to three untroubled wins. His

closest call came in the second leg, when Peter Ploen (Suzuki) chased him hard, actually passing Miller on a steep downhill section on the second lap. But Miller quickly regained the initiative and after the two tangled on a tight corner at the start of the third lap, Ploen lost a few yards and he finally finished second, some 10 seconds behind Miller and comfortably ahead of Steve Harrison, who edged past his older brother Paul on the seventh lap and maintained his slender lead.

Reiter and Ashley Major (Yamaha) both held front-running positions early in the race but were eliminated by machine troubles. Wayne Addy (Yamaha) got a good start and kept up the pressure to inherit Major's fifth place on the ninth lap.

As in this race, Miller got flying starts in the other two legs and after forging an early lead he settled down to maintain a 10-second advantage over his closest rival. Ploen and Paul Harrison vied for second place in both races, but after wresting second place from the Englishman on the third lap of the first leg, Ploen coasted to a stop with a seized RM370. Harrison continued for runner up, pursued by Major.

Peter Boyle (Suzuki) was chasing Steve Harrison for fourth when a dud ignition wire put him on the sidelines on the eighth lap. After clashing with Gary Whitaker (Yamaha) at the start of the second leg, Boyle sheared a foot-peg later in the same race, retired, loaded up his gear, and drove home.

Ploen again chased Miller for the first few laps of the final race but Harrison nipped at his heels until he finally wore him down and passed on the fourth lap, gradually increasing his lead.

Whitaker made use of an excellent start to hold onto fourth place for most of the 10 laps but Greg Brinck (Suzuki) forging through after a bad start, finally got passed for a hard-earned fourth. Grant MacRae, after taking a fifth and a sixth



in the previous legs on his Honda, looked set to haul in Whitaker when he stalled on the last lap and dropped several places.

A 125 Grade

After the second round, the A-125 class is set for the closest finish of all the grades. Zone three's



Left: Chris Maindonald (Suzuki RM125) hold a slender lead over A-125 class leader, Phil Turnbull. Above: Miller in serious mood on his way to another victory.

Golden Breed

N.Z. MOTO-CROSS CHAMPS

Rnd.2 Miller In Command

REPORT: BOB NORTHROP NEIL FORBES PHOTOS: CRAIG BATES



Phil Turnbull and Chris Maindonald, both on Suzukis, put on some electrifying performances in all three races and on each occasion they were closely followed by another group of three or four riders.

The leaderboard of each race changed every lap, with the end result that Turnbull slightly increased his overall points lead by taking two wins, while

Maindonald kept his hopes very much alive by winning the second leg and chasing Turnbull home in the other two.

Turnbull always got excellent starts and it was left to Maindonald to try and make up ground — which he did magnificently in the second leg.

In the leading group challenging Turnbull in the first heat were B. Mexted and G. Wilson, with Mexted holding second place and gaining on Turnbull, until a fall lost him placings and put him fourth at the finish, behind Turnbull, Maindonald and Mike Thompson.

K. McKinnie also joined the group in a late burst but had to settle for sixth behind Wilson.

Blair Carpenter finished a disappointing eighth in the first heat but he was back among the leaders for the second race. Turnbull again holeshot but after an exciting chase Maindonald caught and passed him, with Thompson third and Carpenter fourth after picking off J. Scott. Mexted was again in a strong runner-up position, when machine trouble made him a spectator.

B Grade

Frank White, maximum B-grade points scorer in the first round at Blenheim, consolidated his lead with three seemingly effortless wins at New Plymouth. The Husqvarna rider from Atiamuri rode steadily throughout the whole three legs, his smooth style accentuated by the fact that the main pack was always so far behind. Even in practice White looked impressive, throwing the 250 Husqvarna about as if he was unaware of the broken front brake lever (sustained after a fall) flapping about at the end of the cable.

The first B-grade leg saw White sixth at the hay bales around the first corner, steadily picking off riders as the race progressed.

Early race leader, and fourth after the Blenheim



Top: B-grader J. Tressler of Whakatane. Right: B-125 riders David Temperton and Craig Coleman had the crowd on their toes with some exciting duels.

nBreed



Above: Tirau's Ashley Major (Yamaha) — engine problems in race two. Below: Peter Ploen (Suzuki) — a seizure in race one.



round, M. Wilkins was not prepared to give up his lead easily to White — and the two started pulling away from the rest of the field. Wilkins' attempts were in vain though, and White shot ahead — steadily widening his lead until the finish flag.

The third leg, after a start to finish win by the Husqvarna rider in leg two, had White once again lodged behind the leaders early in the piece. And once again he picked them off one by one, his only real challenge coming from Chris Derwin. Derwin, Husqvarna-mounted at Blenheim where he finished second overall, fronted up at New Plymouth on a CR 250 Honda.

Derwin was impressive on the red machine, and after



Above: M. Pennington leads the C-grade pack.

Loweridge over did it and stalled. Jack then shot past, only to bite the dust on the next corner. Jack quickly remounted and found himself once again beside Loweridge. However, a split-second loss of control on a corner lost Jack the race, Loweridge going through to a popular third place.

Results

Results: A-GRADE — Race one
1. Miller, Suzuki RM370, 1;
P. Harrison, Suzuki RM370, 2;
A. Major, Yamaha MX400, 3;
S. Harrison, Suzuki RM250, 4;
G. MacRae, Honda CR250, 5.
Race two — Miller, 1; P. Ploen,
Suzuki RM370, 2; S. Harrison,
3; P. Harrison, 4; W. Addy,
Yamaha MX400, 5. Race three
Miller, 1; P. Harrison, 2; Ploen,
3; G. Brinck, Suzuki RM370, 4;
G. Whitaker, Yamaha MX400, 5.
Meeting points: 1. Miller, 45;
P. Harrison, 35; P. Ploen, 22;
W. Addy, 21; S. Harrison, 20;
A. Major/G. MacRae, 17; G.
Brinck, 15; R. Sproull, 14;
G. Whitaker/P. Doecke, 13.
B-GRADE — Race one —

F. White, 1; M. Wilkins, 2;
M. Loweridge, 3; A. Jack, 4;
R. Nisbet, 5. Race two — White,
1; R. Metcalfe, 2; D. Kenyon, 3;
M. Wilkins, 4; M. Hartstone, 5.
Race three — White, 1; C.
Derwin, 2; Kenyon, 3; R.
Corbett, 4; Nisbet, 5. Meeting
points: F. White, 45; M. Wilkins,
26; D. Kenyon, 25; C. Derwin,
23; R. Nisbet/R. Metcalfe, 19.
C-GRADE — Race one — C.
Conlon, 1; P. Riddle, 2; R.
Fletcher, 3; T. Cooksley, 4;
M. Pennington, 5. Race two —
Conlon, 1; Pennington, 2;
Cooksley, 3; D. Booth, 4;
B. Hower, 5. Race three —
Conlon, 1; Riddle, 2; Booth, 3;
Hower, 4; R. Cook, 5.

A-125cc — Race one — P.
Turnbull, 1; G. Maindonald, 2;
M. Thompson, 3; B. Moxed,
4; G. Wilson, 5. Race two —
Maindonald, 1; Turnbull, 2;
Thompson, 3; B. Carpenter, 4;
J. Scott, 5. Race three —
Turnbull, 1; Maindonald, 2;
Thompson, 3; Scott, 4;
A. Hulse, 5.
B-125cc — Race one — D.
Temperton, 1; C. Coleman, 2;
W. Pratt, 3; A. Soper, 4;
K. Evans, 5. Race two —
Coleman, 1; Temperton, 2;
B. Moore, 3; D. Lockwood,
4; M. Pederson, 5. Race three —
Coleman, 1; Temperton, 2;
Pratt, 3; Lockwood, 4;
B. Hansen, 5.

C Grade

Kevin Old had captured the imagination of many people when he came out on top of the C-grade points table in the first round at Blenheim on his barely modified XT500 Yamaha trail bike.

But bad starts, which twice had the Levin rider tangling with the hay bales with his tight inside line into the first corner, meant that Old never really got it together with his big Yamaha at New Plymouth. Ignition problems meant he didn't finish in leg one and a horrific crash downhill on leg two slowed him



down somewhat in that race.

Fourth after Bleheim, Chris Conlon of Oamaru, got it all together for New Plymouth and came away with maximum points — three wins from three starts.

Leg one was a start-to-finish win for the Suzuki RM370 rider, but a strong challenge from Max Pennington (Palmerston North) had Conlon sweating. Plagued by crashes at Blenheim, Pennington was out to give Conlon a hard time. Taking the lead on lap two Pennington was again relegated to second when Conlon literally flew past in mid air. After racing wheel to wheel for a time, Conlon started edging away, steadily widening the gap for a good 18-second win.

Conlon and Pennington were battling it out again in the final leg — Pennington again passing and holding the lead for a short time, but the South

Islander passing with his faster uphill line to lead until the finish.

Pokeno's P. Riddle, second overall and second earlier in leg one, took Pennington on lap five with three laps to go and kept second place until the end. Pennington looked set for a third but lost his Suzuki in very spectacular fashion on the steep downhill section that had claimed Old. This bought D. Booth of Otaki into third place.

R. Vandenberg of Palmerston North, third after Blenheim, was hospitalised after a crash during Saturday's practice.

B 125 Grade

Wanganui team-mates Craig Coleman and Dave Temperton provided all the thrills in the action-packed 125 B-grade events.

Temperton got away to a handy lead in leg one with

Coleman breathing down his neck. Brother Carl Coleman, placed fifth in lap two had a nasty flip under heavy braking for a tight corner. Unable to move, he was treated in the middle of the track as riders were directed past by flag marshalls.

Possibly due to concern over his brother's condition, Coleman seemed to loose concentration, stalling his bike on the same corner, which allowed Temperton a 15-second win.

Coleman holeshot leg two with Temperton boxed in at fourth. Balclutha's B. Jacobs (Honda) had also got away to a good start and kept right up with Coleman before being thrown from the bike after a spectacular sideways twitch uphill.

This untimely exit put the determined Temperton into second, and a quarter of a lap later he was right on Coleman's heels. Way out front, the two Suzuki riders staged a race of their

own.

Just when it seemed that the race was Coleman's Temperton got his second wind took advantage of Coleman's bad uphill line, and flew past into the lead.

Coleman stuck on though, outbraking Temperton on a tight corner, only to be passed by his rival on the same uphill section.

With the crowd really humming the two yellow machines buzzed into the second-to-last corner side by side. Temperton, with the inside line on the final corner looked all set for a win when Coleman, taking a fast outside line used by Miller spun the bike around and rocketed out of the corner for a very close win. Exciting racing!

The two were at it again in race 3, streaking away from the rest of the field. Taking a slightly different line through a rutted dip, followed by a steep climb, Temperton shot past Cole-

man on the exit, only to be outbraked and passed by Coleman on the following corner.

Coleman led for the next lap until Temperton put in a challenge on the same deep, loose sandy corner. Dust flew thick as the two emerged, Temperton now leading, but Coleman managing to sneak past on the following fast left-hander.

The lead swapped again twice, but Temperton once again employed his superior uphill line to get passed and started opening out. Into the tail-end traffic Coleman seized every opportunity he could get to close up and passed Temperton on the third-to-last corner. Wheel to wheel the two raced into the last corner — a carbon-copy of race two!

Temperton again lost out on this last corner and slowed, disappointed, as Coleman shot past for the win.

COLOUR POSTERS



**HENNEN, HANSFORD
and WOODLEY
At Ruapuna**

***SIZE 25x20'
*ON GOOD QUALITY ART PAPER**

\$1.00 + 10c Postage



**ROSS HORSBURGH
(Honda CR250)**

***SIZE 25x20'
*ON GOOD QUALITY
ART PAPER** \$1.50 + 10c Postage

I wish to purchase copy(ies) of the Ross Horsburgh poster.

... copies Marlboro Poster I enclose a cheque/postal note for \$....

Name: _____

Address: _____

Send to. NORTHROP-BONNER PUBLICATIONS P.O. Box 1717 WELLINGTON



Yamaha

Special Offer

YZ80D

for the young man going to the top



Only \$787 full retail Look at these features

FORWARD MOUNTED GAS SHOCKS — 12½ BIG HORSE POWER
STRONG LIGHTWEIGHT FRAME — SHORT SHIFT — 5 SPEED BOX
NOW COMPARE THIS PRICE \$787

TY80 TRIALS

AN IDEAL BIKE FOR THE YOUNG ENTHUSIAST —
FULL RETAIL PRICE ONLY \$790



YAMAHA

For family recreation

SEE YOUR LOCAL YAMAHA DEALER NOW



feet up...

With seven times
NZ trials champ, Mike Harris.



TRIALS SIDECAR OUTFITS

Had a most interesting letter from Peter Hosking. Seems that half a dozen trials outfits have been constructed, all to British regulations.

Driving force behind the three-wheeler movement is Malcolm McGibbon whose sidecar — resplendent with alloy panels, compulsory padded seat and a handsome coat of red paint — is attached to his 250 Montesa Cota.

Ingeniously, the third wheel suspension is via a mini swing arm complete with a normal bike damper to give it controlled movement.

The chairs are designed to be quickly detachable so that the rider can choose solo or sidecar class in an event according to choice?

Peter describes riding on the chair as a unique experience. Even the simplest going becomes a challenge with the three wheeler wanting to take charge all the time! A lot depends on the riders ability to anticipate ahead and to move appropriately. Downhill going, though in fact fairly safe, is nerve wracking! At this stage older riders who have ridden chairs on the road in the past have the edge.

The Pioneer Club of Christchurch is considering staging sidecar trials to further the sport and a whole host of trials enthusiasts have promised involvement. These include: Basil Chambers, Dave Wilkins, Craig Collings, Alan Honeybone, Perry Tidball, Bruce and Steve Morton, Bob Harris and Peter Archer.

I myself look forward to seeing the action. Perhaps a good subject for television coverage?

TRANS TASMAN TRIALS SERIES

The itinerary has been finalised:

2nd April — Wagga Wagga

3rd April — Hay

9th-10th-11th April — Cootamundra

Hay is a new venue, 180 miles from Wagga Wagga and I'm intrigued to see in the notes supplied that (a) this venue should suit the N.Z. contestants *because there are no rocks!* and (b) this venue may have to be transferred at short notice as the area is subject to severe flooding! — shades of Wellington!

I've mentioned recently the vexed question of personal bikes for the New Zealanders. Seems that there is no way round the problem of shortage of funds in Aussie to take care of this.

Instead, new bikes are to be supplied from dealers with Chris Harris on a 250 Ossa, Paul Symons on a 250 Suzuki and Greg Power on a 250 Honda.

Last year the Aussies were interested in some of the mods seen on the local bikes — air forks, altered frames, changed rear suspension etc. Possibly stories taken back horrified some of the dealers, for the guide notes for the tour state:

"The Ossa and the Honda may be modified to suit the riders concerned other than by cutting or hammering." (Now who says Greg Power ever hammers his bike!)

Paul Symons' Suzuki: "Should be able to be ridden as is, as the Suzuki Trials Team have made many mods to it. However, some minor mods to suit the rider should be in order."

Take your kitbag of special bits with you Paul!

I should have mentioned that, thanks to a financial grant from the Hamilton club, three other riders will be competing, again on bikes supplied in Australia, which is very hospitable. They are: Dave Cumming (172 Montesa), Mark Patterson (175 Yamaha), and Michael Vincent (325 Bultaco).

We'll be reporting on the NZ/Australian trials results just as soon as they are available.

N.Z. CHAMPIONSHIP SERIES DATES FOR 1977

Have just received the guide dates for 1977. They are as follows: 1st round: Pioneer (Christchurch), 16 and 17 April; 2nd round: Hawkes Bay, 4, 5 or 6 June; 3rd round: Blenheim, July or August; 4th round: Rotorua, August or September; 5th round: Ixion (Wellington), Labour weekend; Final Round: Palmerston North, October or November; N.Z. Experts Trial — Hamilton: Late November — early December.

I'd emphasise that these are guide dates only and are subject to rearrangement as necessary. However trialists need to get cracking now with their arrangements for the first trial in Christchurch.

MAUGER CHASES 5th TITLE

Ivan Mauger, chasing a record five World speedway championships, made a fine start to his bid by winning the Australasian zone final in Sydney last month.

Major, the second Kiwi speedway rider to be honoured with an MBE — in the Queen's New Year's honours list last year — and a veteran of 20 years in the sport, topped the qualifiers list ahead of three Australians and will be the sole Kiwi to line up for the Intercontinental finals in London in August.

The other New Zealanders in the Australasian finals were outclassed by the Aussies, with four-times world champion Barry Briggs managing to scrape up nine points to finish sixth equal with Sydney rider, Ricky Day.

Phil Crump, John Boulger and Billy Sanders will join Mauger for the Intercontinental finals. Crump, Mauger and Boulger all finished the heats with 14 points but Mauger won the run-off after passing Crump on the last corner of a thrilling race.

Boulger was the only

rider to take a point from the New Zealander. In his fourth ride, Mauger took an early lead but slowed, allowing the Adelaide rider to win. But Mauger was undoubtedly the top rider of the meeting, and he recorded the fastest time of the night with a 58.5secs for three laps.

Crump had earlier led Mauger in heat five but the 37-year-old Kiwi turned on championship form to whistle through on the inside one lap from the finish.



More For Oliver?

Young Christchurch trialist, Stephen Oliver, scored a notable win in the Pioneer club's second club trial of the season on February 13.

Oliver, son of Blue Wing Honda's South Island manager, Alan Oliver, rode his Honda TL250 to a three-point victory over Peter Hosking (Ossa 250), with Ken Hosking coming in third on another Ossa just one point in arrears on 26.

Former national trials champion, Bruce Mitchell, now riding a TY250 Yamaha instead of a TY175, finished fourth on 28 points while Alan Oliver (Honda TL306) just pipped Malcolm McGibbon for fifth.

Stephen Oliver's win augurs well for the season — it could be the first of many. The trial was held at Porters Pass and contained 15 sections which were ridden three times. Riders marked themselves. The sections were mainly slippery, rocky, streambed-types but the most difficult one involved a steep hill climb which had a difficult cambered descent.

Results: Experts — S. Oliver, 22 points lost; 1; P. Hosking, 25, 2; K. Hosking, 26, 3; B. Mitchell, 28, 4; A. Oliver, 45, 5. Intermediate — P. Cagan, 55, 1; R. Milner, 62, 2; E. Norris, 67, 3. Novice — G. Stewart, 79.

Grinter Again

Peter Grinter (Ossa) continued his invincible form by winning the first round of the Hamilton club's 1977 championship series.

The trial was held at Te Pahu, venue of the

final round of the Trans-Tasman series last year. The stream rocks with their summertime coating of slime took marks galore from all competitors.

Closely behind Grinter came Dave Cumming (Yamaha) and Mark Patterson (Kawasaki). Paul Symons (Suzuki) visiting from Hastings, was fourth.

Peter Martin (Ossa) headed the A-grade division of the trial while Neville Warin (Ossa) won the B-grade.

The next round of the Hamilton club championship is set down for 24 April.

Harris On Top

In the Ixion club's first cup trial of the season Chris Harris (Ossa) romped away from the rest of the



field to win the Anniversary Cup.

The observed sections were wide-ranging in the

skills needed to ride them successfully — Cookes Farm Moonshine, scene of many national trials, is noted for its variety.

However, the variety was extended this year as riders accidentally activated a nest of angry wasps located in one section. More than 50% of the riders were stung — some more than once — as they were riding through it. As the section observer commented, "I had no trouble with delays as riders tore through it like hell to try and avoid being stung!"

Greg Power, still awaiting the completion of his 250 Honda, came home in second place while Graeme Harris was third placed. A great battle for fourth and fifth placing ensued between Peter Croft (Kawasaki) and Peter Olsen (Ossa) with only a wasp sting separating their final scores.

Results: C. Harris, (Ossa) 13 points lost; 1; G. Power (Honda) 42, 2; G. Harris (Yamaha) 48, 3

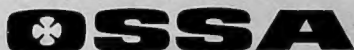


MIKE HARRIS and SONS

SPECIAL TRIALS EQUIPMENT

8 Buller Grove, Lower Hutt

Start the new season on an Ossa. We have a selection of new and used machines available.



THE MICK ANDREWS REPLICA
SUPERB TRIALS MACHINE



W. WHITE (Wgtn) LTD.

NOW STOCK



Performance Pipes for the following makes and models.

YAMAHA	SUZUKI	HONDA	KAWASAKI
DT 400B	TS 250	XL 350	Z1 900
DT 360	TS 185	CR 250	H2 750
DT 250	TS 125	CR 125	
XT 500C	RM 125	MT 125	
	ST 550	CB 500	
	ST 380		

Write or Phone
W. WHITE (WGTN) LTD
90-92 Dixon St,
Wellington
L.M.V.D.

Phone 724-749 724-570

PRODUCTS PRODUCTS

Cronus Stop Watches ~ Onsuku Sound Meter

The NZ Airfield championships at Paraparaumu on January 24 had its problems but one aspect that literally ran like clockwork was the timekeeping. The Kapiti club was loaned three Cronus electronic digital stopwatches, imported from USA and distributed in New Zealand by Digital Electronics International Ltd, and the club found them to be both very convenient and very simple to use.

The model used by the Kapiti club was the \$124 Cronus 3-S but there are a range of models, beginning with the Olympian at \$90 and ending with the top-of-the-line model, the Cronus 1, at \$310.

These space-age replacements for the clock-type stopwatch resemble a mini calculator more than they do a conventional stopwatch. As with modern calculators, the Cronus has a read-out panel in which the display numerals are shown in bright LED (Light Emitting Diode) figures. They are accurate to 0.002% which is far greater than a mechanical stopwatch and low battery warning indicators prevent inaccurate readings due to battery failure.

Movement is controlled by quartz crystal and there are no moving parts. The 3-S fits snugly into the palm of a hand. A touch of the control button sets the digits rolling, in one-hundredths of a second, and another touch brings them

to an immediate stop for quick and easy readout while the internal mechanism keeps on working towards a total elapsed time. The master control button locks the display at the accumulated time from the time the button was first pressed. Lap times are thus readily obtained. Alternatively, depressing the reset button brings back the digits to zero, ready to time another lap.

The Cronus 3-S measures time up to one hour and then automatically starts again from zero.

The Olympian is even smaller than the 3-S and functions as a straight stopwatch. But the 2-D dual display stopwatch is one which clubs may well consider worth investing in. The 2-D, at \$279, simultaneously displays individual lap times and total accumulated time. It is slightly larger than the 3-S but still fits comfortably in the palm of a hand.



The advantages of these electronic digital stopwatches are: superb accuracy, easy readability and reliability. The convenience is worth the price.

The company also market a compact decibel meter which could also be a worthwhile addition to a club's equipment. Excessively noisy machines do motor cycle sport no good at all, but too often the officials at a meeting have only their own judgement on which to base their rulings. The Onsuku SM-7 takes away the guesswork. It has an operating range of between 40 and 110dB. To operate, the meter is set to a particular operating range, pointed in the direction of the sound to be measured at a given distance, and the meter will register up to 10dB above or below the set sound level. For example, if the meter is set at 100dB, the meter will measure from 90 to 110dB. If the level is below the lowest reading, the meter should be set at a lower figure.

The meter has a battery check and one can expect 150 hours of life from one battery. It weighs 5.4 ounces and comes with earphone ("to catch and magnify sounds hard to listen," according to the specification sheet). It costs \$66.

Cronus stopwatches and Onsuku sound meters are available from Digital Electronics International Ltd, PO Box 47097 Auckland or PO Box 27032 Wellington. Phone Auckland 768-729 or Wellington 857-438.

it's a matter of cycle communication....



New Zealand
Motorcycle
News

NOW SUBSCRIBE NOW SUBSCRIBE NOW SUBSCRIBE

Please forward me 24 issues of the NZ M.C.N.
I enclose postal note/cheque for \$ 9.80.

NAME: _____
ADDRESS: _____

Send Remittance to:
**PO Box 477
WELLINGTON**

CLASSIFIEDS

FOR SALE
Honda CB175 1973, excellent condition. \$650. Phone 338-913 Plimmerton.

FOR SALE
T02B complete minus motor. Brand new tyres and brake shoes. Phone Paul Dally, 56125 work, 436-572 home. Napier.

FOR SALE
Suzuki TS400 1973. Good condition. \$750. Contact Mark Kennedy. Ph. 37970 or Box 5046 Wanganui.

CLASSIC MOTOR-CYCLES FOR SALE

1953 Norton "Manx" 350cc genuine works model. Running order but not restored.

1956 N.S.U. 250cc "Sportmax" genuine works model. Probably the only one still in existence in the Southern Hemisphere.

1966 Bultaco 250cc T.S.S. genuine works, watercooled, as ridden by Ginger Molloy.

1963 Aer Macchi Harley Davidson 175cc sports. Full lighting equipment etc. Absolute original condition.

1936 Royal Enfield 250cc. One owner from new. Full history available.

Further information please phone collect or write to Tommy McCleary



85 Moorhouse Ave.
Christchurch
PHONE 63-066

ENDURO

Thames Valley Motorcycle club. 20th March Maratona Rd, Hikutaia. Postal entries \$3 to Enduro c/o P.O. Box 79 Thames. Cash prize for team (three riders) overall and class placings. Entries on the day extra.

MECHANICS WANTED

Keith Turner Motor Cycles Ltd in Sunny Hawkes Bay require three qualified mechanics. Above award wages; accommodation available if required. Our workshops are heavily into racing, too. For example, Keith is now racing the ex-Hermen Suzuki RG500. Contact us at 353 Gloucestershire Street, Taradale, Napier, or phone 447-928 (business). Make the move now to a better dealer.

FOR SALE

Husvarna 400, 5-speeder, Konis, new spare 1st oversize piston, rarely used, very good condition. Offers. Contact Peter Rawles, P.O. Box 552 Hawera. Phone 84656.

FOR SALE

1975 RD350A Yamaha, 11000 miles, rebored at 10,000. Continental tyres, very nice condition. \$350 ono. TZ250-350 (not C model) primary drive gears, very good condition. \$50; 5 new head studs L and R Honda 125 sidecovers \$4 each; Honda CB750 4 motor less c/cases, new set main and big-end bearings, new primary drive chain, cam chain, flow head, competition camshaft, complete electrics, clutch etc. will sell complete or separate. Also Honda 750 front wheel less disc forks with caliper, top and bottom triple clamps, oil tank and lines, seat etc. Enquiries to Bruce Woodley Phone 609-S Motueka.

FOR SALE

Suzuki 380 motor only. Good mechanical condition but needs electrical wiring. \$350 ono. Also modified 380 frame ideal for cafe racer \$40 ono. Write to Suzuki 380, 191 Rosetta Rd, Raumati Beach, Paraparaumu, or phone 87810 Prang.

FOR SALE

Ducati Desmo 450 sport (the yellow model) 10,000km. This bike is in immaculate show-room condition, a purists dream at \$1650. Phone 843-490 Wellington, evenings.

FOR SALE

T03 Yamaha 250 road racer, spares include crank and parts for Krobner ignition. Genuine reason for selling. \$1250. Apply Malcolm Edwards, 3398 Avonhead Rd, Christchurch 4 or Ph 588-276 collect A.H.

COMPETITION PARTS FOR SALE

Suzuki TR500-IV crankshaft. Brand new. Latest modified bearing model \$390. Many other Suzuki TR500 sundries. Heads, rev counters, oil tank. Attractively priced.

Racing tyres. Goodyear, Dunlop, Slacks, rain slicks, standard road racing. All compounds suit TZ250s, 350s, 750s, TR500s.

Yamaha TZ parts. We have the biggest selection of new and used parts in New Zealand. Try us first.

Bell Helmets. Moto-Star, Magnum, R/T, Star, stocks getting low. Be quick.

Bassani exhaust systems. Suit all makes.

Dunstall Equipment. South Island's biggest range.

Mulholland and Girling conventional and gas shocks, suit all models.



85 Moorhouse Ave.
Christchurch
PHONE 63-066

FOR SALE

Ossa 250 six days replica. Your chance to own a race proven, reliable enduro machine featuring three gallon tank, wide ratio gearbox plus tractor-like torque for the go anywhere rider. Low mileage. \$850. Phone Mike Fitzgerald 695-024 day or write 145 Waiwhetu Rd, Lower Hutt.

FOR SALE

Ducati GT750 12,148km gold and black 1975, absolutely immaculate \$2955. Also, Triumph Bonneville 1969 model 17,904miles good condition \$975. Pink & Collision Ltd 344 Cameron Road, Tauranga. Phone 85550.

FOR SALE

TZ350 disc front and rear, New crank, barrel rebuild, ready to race. New fairing, and paint. \$2500.

TZ250 front disc rebuild motor, ready to race spares inc., crank, barrel \$2700.

TR250 Suzuki, one of the originals \$1250. All spares inc. TR250 Suzuki now out to 370cc ex-Wylie. 3 cylinder. Built by Dick Lawton, Roberts frame, Krobner ignition, twin disc, ready to race TZ250. Pink & Collision Ltd LMVD

258 Cuba St. Palmerston North Ph 88383. Remember you have something we will trade. Finance available.

FOR SALE

Late model TZ350, No. 42, Lockhead front disc. Complete with spares, \$2950. Contact Mike Adler, 48 Seadcliffe Ave, Takapuna, Auckland, 9, or phone 456-011.

FOR SALE

Latest Lynx double twin choke dellorto carbs, manifold, filters and linkages for Honda 750, \$350.00

Boyer transistor ignition for CB750 Honda and 900 Kawasaki \$135.00.

Honda CR250M2, excellent condition; rider going overseas, \$1700 or \$1020 deposit.

American S&W long travel fork spring and damper kits for latest CR250M2, \$106 complete. The Honda Centre, Box 4039, 260-264 Devon St East, New Plymouth. Phone 82899 or 882556.

FOR SALE

Yamaha TZ350. Completely rebuilt motor. Plenty spares. Michelin tyres. Immaculate condition. Ex-Discombe. \$2800. Phone K. Knight 89-827 Pukekohe.

HONDA

We have by far the largest selection (more than \$200,000) of Genuine Honda Replacement Spares in New Zealand.

All models from 1959 Honda 50 to 1976 GL 1000.

THE DIFFICULT BY RETURN MAIL
THE IMPOSSIBLE TAKES A LITTLE LONGER



TELEPHONE 61-158

WHITING AND WALTHO LIMITED L.M.V.D.
Cor Manchester & St Asaph Streets
BOX 22-146 CHRISTCHURCH

New and Slightly Used Road Racing Tyres For Sale

(2) Goodyear wet slicks (latest) suit TZ250/350 (new)	\$105
(1) Dunlop KR86 rear suit TZ250/350 (new)	\$55
(1) Dunlop KR83 front suit TZ250/350 (new)	\$50
(1) Dunlop "raincut" front TZ750 or rear TZ250/350 (new)	\$70
(2) Dunlop KR111 slick suit TZ750 (slightly used)	\$30
(1) Goodyear rear suit TZ750 (near new)	\$60
(1) Goodyear front suit TZ750 (near new)	\$60
(1) Dunlop rear suit TZ750 (new)	\$85
(1) Dunlop KR111 wet cut suit TZ750 rear (new)	\$120
(2) Dunlop KR111 418 rear TZ750 (new)	\$110
(1) Michelin SV10 rear suit RG500/TZ750 (slightly used)	\$60
(2) Dunlop KR111 418 (slightly used)	\$30
(1) Dunlop front 450 suit RG500/TZ750 (new)	\$65

Many other new and used road-racing moto-cross and trials parts suit all makes including Yamaha, Honda, Suzuki, Montesa.

Try us first



85 Moorhouse Ave. Christchurch
Ph: 63066 LMVD

CLASSIFIEDS-CLASSIFIEDS

ADVERTISING RATES

10c per word minimum charge \$2.00.

If photo supplied an additional \$2.00 will be charged..

PAYMENT MUST ACCOMPANY YOUR CLASSIFIED

Phone orders accepted but will not be published until payment is received.

POST TO NEW ZEALAND MOTORCYCLE NEWS P.O. BOX 1717 OR PHONE 850-537

Name

Address

CHEQUE
MONEY ORDER